

REPORT TO: Planning Committee
MEETING DATE: Tuesday 7 December 2021
BY: Executive Director of Place
SUBJECT: Application for Planning Permission for Consideration

Application No. **20/00110/PM**
Proposal Erection of 197 houses, 48 flats and associated works
Location **Hallhill North
Dunbar
East Lothian**
Applicant Taylor Wimpey East Scotland and Hallhill Development Ltd

RECOMMENDATION **Consent Granted**

REPORT OF HANDLING

PROPOSAL

As the area of the application site is greater than 2 hectares and the proposal is for more than 49 residential units, the development proposed in this application is, under the provisions of The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, defined as a major development and thus it cannot be decided through the Council's Scheme of Delegation. The application is therefore brought before the Planning Committee for a decision.

As a statutory requirement for major development proposals this development proposal was the subject of a Proposal of Application Notice (Ref: 18/00011/PAN) and thus of community consultation prior to this application for planning permission being made to the Council.

As an outcome of that and as a statutory requirement for dealing with major development type applications a pre-application consultation report is submitted with this application. The report informs that some 65 people attended the pre-application community consultation event, which was held at the Hallhill Sports Centre, Dunbar on Wednesday 15 January 2019 and that those attendees made a number of queries and suggestions regarding the proposals. The PAC report informs that 19 completed feedback forms were received following the consultation event. The development for which planning permission is now sought is of the same character as that which was the subject of the community engagement undertaken through the statutory pre-application consultation of the proposal.

The application site is some 12.42 hectares in area and it encompasses the two allocated sites of Proposal DR2: Hallhill North, Dunbar and Proposal DR3: Hallhill Healthy Living Centre Expansion Land, by the adopted East Lothian Local Development Plan 2018. Proposal DR2 allocates the larger western part of the application site for a residential development of circa 250 homes. Proposal DR3 safeguards the smaller eastern part of the application site for the provision of an additional community sports pitch as an expansion to the Hallhill Healthy Living Centre.

The application site is adjacent to and would form an expansion of the larger Hallhill development site allocated by Proposal DR1: Hallhill South West, Dunbar. That site is allocated for a housing development of circa 500 homes, infrastructure and associated work. That site is currently well under construction with most houses built and occupied and new road infrastructure in place.

The application site is mostly bound to the north by the East Coast Main Line and Beveridge Row to the west. The eastern and western sides of the application site are mostly separated by Dunbar Primary School Lochend Campus and an area of Lochend Wood. To the south is the land of Proposal DR1 and Lochend Wood. The residential properties of Kennelbrae and Lochend Kennels are adjacent to the south boundary of the site.

Planning permission is sought through this application for the erection on the application site of 197 houses, 48 flats and associated works.

The submitted development layout plan shows how the proposed 197 houses and 48 flats would be accommodated on the site along with associated access roads and footpaths, parking areas, landscaping, open space and a SuDS basin.

Of the 245 residential units there would be a total of 169 houses and 12 flats for private sale, and 28 houses and 36 flats would be for the provision of affordable housing.

Of the 197 houses 82 would be detached, 58 would be semi-detached and 57 would be terraced. In terms of size, of the proposed 197 houses 8 would contain 5 bedrooms, 80 would contain 4 bedrooms, 82 would contain 3 bedrooms and 27 would contain 2 bedrooms.

Of the 48 flats 28 would have 2 bedrooms and 20 would have 1 bedroom.

In accordance with the approved Development Brief for the site a vehicular access into the site would be taken from the Hallhill South West development to the south. Whilst not required through the Developer Brief there would also be a vehicular access into the site taken from Beveridge Row to the west. A pedestrian footway from Beveridge Row would also be formed which would give direct access to the northern part of the site. Pedestrian access would continue to be provided along the southern part of the site from Beveridge Row to the southeastern corner of the application site.

Areas of open space are provided through out the site, including an area of landscaped open space formed along the western part of the site, a large central area of open space, the area to the south of the school and the land of Proposal DR3 which comprises the eastern part of the site. A landscaped bund would be formed along part of the northern boundary of the site where it meets the East Coast Main Line. A SuDS basin would be formed centrally within the site.

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning

(Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 28 April 2020 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed housing development to be the subject of an EIA.

The following reports have been submitted as part of this application:

- * Pre-application Consultation Report;
- * Design and Access Statement;
- * Archaeology Trench Evaluation Report;
- * Environmental Issues Report;
- * Noise Impact Assessment;
- * Flood Risk Assessment;
- * Geo-Environmental Interpretative Report;
- * Transport Assessment;
- * Invasive Weeds Survey.

DEVELOPMENT PLAN

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is the approved South East Scotland Strategic Development Plan (SESplan) and the adopted East Lothian Local Development Plan 2018.

The purpose of the approved South East Scotland Strategic Development Plan (SESplan) is to set out the strategic planning framework to assist preparation of local development plans. Its policies are generally not relevant for assessing individual planning applications.

Relevant Proposals of the adopted East Lothian Local Development Plan 2018 are Proposals CF1 (Provision of New Sports Pitches and Changing Accommodation), DR2 (Hallhill North, Dunbar), DR3 (Hallhill Healthy Living Centre Expansion Land), ED6 (Dunbar Cluster Education Proposals), T3 (Segregated Active Travel Corridor), T15 (Old Craighall Junction Improvements), T17 (A1 Interchange Improvements (Salters Road, Dolphinstone Interchange, Bankton Interchange and Gladsmuir)), T19 (Transport Improvements at Musselburgh Town Centre) and T26 (Transport Improvements at Tranent Town Centre). Relevant Policies of the adopted East Lothian Local Development Plan 2018 are Policies HOU3 (Affordable Housing Quota), HOU4 (Affordable Housing Tenure Mix), OS3 (Minimum Open Space Standard for New General Needs Housing Development), OS4 (Play Space Provision in New General Needs Housing Development), T1 (Development Location and Accessibility), T2 (General Transport Impact), T4 (Active Travel Routes and Core Paths as part of the Green Network Strategy), T32 (Transport Infrastructure Delivery Fund), W3 (Waste Separation and Collection), NH5 (Biodiversity and Geodiversity Interests, including Nationally Protected Species), NH10 (Sustainable Drainage Systems), NH11 (Flood Risk), NH12 (Air Quality), NH13 (Noise), CH5 (Battlefields), DP1 (Landscape Character), DP2 (Design), DP3 (Housing Density), DP4 (Major Development Sites), DP8 (Design Standards for New Housing Areas), DP9 (Development Briefs) and DEL1 (Infrastructure and Facilities Provision).

Also material to the determination of the application is Scottish Planning Policy. Scottish Planning Policy highlights that new housing developments should be integrated with public and active travel networks, such as footpaths and cycle routes, rather than encouraging dependence on the car. There should be connectivity between new and existing streets with walking and cycling networks, and allow for links into future areas of development.

A further material consideration is Scottish Government Policy Statement Designing Streets, and Planning Advice Note 67: Housing Quality. They provide an overview of creating places, with street design as a key consideration. They advise on the detail of how to approach the creation of well-designed streets and describe the processes which should be followed in order to achieve the best outcomes. PAN 67 states that the planning process has an essential role to play in ensuring that the design of new housing reflects a full understanding of its context in terms of its physical location and market conditions, reinforces local and Scottish identity, and is integrated into the movement and settlement patterns of the wider area. The creation of good places requires careful attention to detailed aspects of layout and movement. Developers should think about the qualities and the characteristics of places and not consider sites in isolation. New housing should take account of the wider context and be integrated into its wider neighbourhood. The quality of development can be spoilt by poor attention to detail. The development of a quality place requires careful consideration, not only to setting and layout and its setting, but also to detailed design, including finishes and materials. The development should reflect its setting, reflecting local forms of building and materials. The aim should be to have houses looking different without detracting from any sense of unity and coherence for the development or the wider neighbourhood.

Also material to the determination of the application are:

- * the Council's Design Standards for New Housing Areas Supplementary Planning Guidance. The SPG seeks to raise awareness of the unique characteristics and attributes of East Lothian, how these can be used positively to create new places both small scale and large, and the technical aspects of design that are required to deliver great new places;
- * the Council's Development Briefs Supplementary Planning Guidance, and specifically the DR2 – Hallhill North Development Brief contained within it;
- * the Council's Affordable Housing Supplementary Planning Guidance. The SPG supplements relevant LDP policies in relation to the delivery of affordable housing; and
- * the Council's Sustainable Drainage Systems (SuDS) Supplementary Planning Guidance. The SPG supplements relevant LDP policies regarding SuDS and flood risk management and links with wider Council policies, strategies and priorities.

REPRESENTATIONS

A total of 4 representations to the application have been received, all of which raise objection to the proposed development.

The main grounds of objection can be summarised as follows:

- * the visual appearance of the proposed development would be of little architectural merit leading to 'visual scarring', and therefore the number of residential units should be reduced to provide more green space;
- * there would be an increase in traffic generation;
- * there would be an impact on already over stretched facilities;
- * one path route crosses property not owned by the developers and follows a pointless route;
- * the proposed development would lead to a loss of privacy to residential properties;
- * the latest design of the SuDS does not follow the size and shape of the existing flooded area of land;
- * the proposed development would lead to a loss of trees;

- * the Beveridge Row access is an insoluble dilemma;
- * the submitted Transport Assessment has several deep flaws;
- * the existing developments have put a huge strain on Dunbar's infrastructure and further development would exacerbate this;
- * an additional underpass under the railway line is never going to happen due to the impracticalities and costs involved;
- * the proposed development would harm wildlife:
- * the proposed "kickabout" pitch is unnecessary and will further impact wildlife;
- * the proposed development would be an inefficient use of land;
- * the proposed development needs to deliver active travel routes to the schools and local services/infrastructure;
- * the design of the housing is not appropriate;
- * an acoustic bund is unnecessary;
- * there is a lack of information submitted with the application; and
- * increase in through traffic and connections to the A1 may result in problems on the local road network.

The path route that crosses property not owned by the developers as alluded to in one of the written objections is not proposed in this application.

There is sufficient information submitted to make a proper and full assessment of the proposed development and all documents required by statute have been submitted.

COMMUNITY COUNCIL COMMENTS

Dunbar Community Council, as a consultee on the application, raises concerns to the planning application. The main grounds for concern are summarised as follows:

- * loss of wildlife habitat;
- * concern over housing design and layout;
- * concerns about any through route using Yosemite Park and Brodie Road; this route is narrow and often impeded by parked cars and is difficult for emergency vehicles and public transport to get through;
- * the site should have linkages for active travel - safe routes under the railway line;

- * concern over the future of Hospital Road/Beveridge Row as its condition is dangerous;
- * public transport services to the Yosemite Park end of Brodie Road is poor;
- * pressure on infrastructure, i.e. schools, health and the roads network;
- * factoring - ongoing issues with the quality of factoring and ongoing maintenance;
- * need to be more play parks with proper maintenance;
- * drainage - needs to be effective given problems of flooding at other local sites during the winter; and
- * construction regulations – minimise disruption to existing residents.

PLANNING ASSESSMENT

The primary material consideration in the determination of this application is whether or not the principle and the detail of the proposed development accords with development plan policy, other supplementary planning guidance and if not, whether there are material considerations that outweigh any conflict with the development plan and other supplementary planning guidance.

The land of the application site comprises of the allocated housing site of Proposal DR2: Hallhill North on the larger western and southern parts of the application site, and the land of Proposal DR3: Hallhill Healthy Living Centre Expansion Land on the smaller eastern part of

the application site. Therefore the Council recognises the potential of the larger site for residential development of circa 250 homes.

The adopted Development Brief DR2 – Hallhill North, Dunbar has been prepared for the allocated housing site and sets out eight guiding principles to be followed for its development. These include, (i) vehicular and pedestrian access should be taken from Hallhill South West development over the access road between Beveridge Row and Hallhill Steading. Access proposals should incorporate appropriate traffic calming measures to retain the pedestrian and cycling priority along this existing east-west minor access road, (ii) the area between the school and DR3 (Hallhill Healthy Living Centre Expansion) should provide an attractive open space which provides setting to the area; (iii) appropriate traffic calming measures may be required to ensure pedestrian safety and to discourage school traffic and through traffic, (iv) a pedestrian access should be formed at the north of the eastern part of the site to connect with Hallhill Healthy Living Centre, (v) houses constructed along the southern boundary, west of the vehicular access from Hallhill South West should front onto the access road between Beveridge Row and Hallhill Steading, (vi) along the northern boundary of the site a landscape edge, incorporating new specimen tree planting, and a 3m wide shared use path for walking and cycling should be provided between Beveridge Row and the primary school, (vii) the wall that encloses the west boundary should be retained and where necessary repaired. Short-growing specimen trees could be planted at equal spacing along this edge and a multi-user path incorporated within this managed edge, and (viii) a safe pedestrian route should be formed at the northwest corner of the site to connect it to Beveridge Row and under the bridge of the East Coast Mainline.

In accordance with the Development Brief the site will be accessed from the Hallhill South West development to the south. Whilst the proposed vehicular access into the site from Beveridge Row does not feature in the Development Brief, the Brief does not state that there should not be a vehicular access from that road. Such additional access would allow future residents of the proposed development an alternative route from and to the site that avoids going through the adjacent existing Hallhill development. It is proposed that the area between the school and the land of Proposal DR3 be landscaped to provide an attractive open space, in accordance with point (ii) of the Development Brief. With regard to point (iv) of the Development Brief a pedestrian access can be formed at the north of the eastern part of the site to connect with Hallhill healthy living centre. With regard to point (v), not all houses to be constructed along the southern boundary, west of the vehicular access from Hallhill South West would front onto the access road between Beveridge Row and Hallhill Steading, however instead some rear gardens would be separated from the road by landscaped open space which mirrors the layout of the existing houses on the south side of the access road and is considered an appropriate design response that would not detract from the overall character of the development. With regard to point (vi) the submitted plans do not show the provision of a new shared use path for walking and cycling to be provided between Beveridge Row and the primary school, however this is addressed later in this report. With regard to point (viii), it is proposed that as alternative to a safe pedestrian route being formed at the northwest corner of the site to connect it to Beveridge Row and under the bridge of the East Coast Mainline, a new crossing, most likely in the form of an underpass, would be provided under or over the East Coast Main Line to provide a safe pedestrian crossing to the north of the site.

Policy DP3 of the adopted East Lothian Local Development Plan 2018 states that new housing sites will be expected to achieve a minimum average density of 30 dwellings per hectare (net) using a full range of housing types and sizes. This is to ensure efficient use of land and other resources and create mixed communities with a full range and choice of house types and sizes. The net density of the development proposed through this application is some 30 units per hectare, and therefore is in accordance with Policy DP3 of the Local Development Plan.

In terms of housing types and sizes, the development would comprise of a range and mix of detached, semi-detached and terraced houses and flats, with all of the proposed 197 houses being two storey in height, the cottage flats being two storey in height and the other flatted buildings being three storey in height. The range of house types, flatted buildings and sizes proposed would help to provide a distinctive layout and streetscapes with identity, and the mix of residential units includes a range of sizes and types. The layout reflects the surrounding area, which is generally characterised by a mix of detached, semi-detached and terraced two storey houses.

The architecture of the proposed houses and flats would be of a traditional pitched roof form and a relatively traditional design overall and the materials proposed are generally traditional in appearance including two different render colours. A condition can be imposed on a grant of planning permission for the proposed development to ensure that the finishing colours and mix of colours to be used respect the character and appearance of the wider Hallhill development.

The proposed development would provide an attractive residential environment for future residents of the proposed houses and flats. The units are shown to be laid out in such a way that adheres to the normally accepted privacy and amenity criteria on overlooking and overshadowing, whilst affording the future occupants of the houses and flats an appropriate level of privacy and residential amenity. The proposed new houses and flats would be so sited, oriented and screened such as not to harm the privacy and amenity of existing or future neighbouring or nearby residential properties through overlooking or overshadowing.

The proposed residential units have been carefully designed to respect their location within part of the wider Hallhill housing development. The layout proposed is generally informal and has designed into it some intrinsic interest. The proposed residential units, due to their positioning on the application site and by virtue of their height, size and scale would integrate with the already approved houses that have been built within the Hallhill/Lochend area, and they would not therefore appear as a disjointed and inharmonious grouping of buildings. The proposed residential units would not cause any incongruous change to the architectural harmony, integrity and character of the Hallhill/Lochend area.

In respect of landscape matters the applicant has taken into consideration a number of comments of **the Council's Landscape Projects Officer** in the submission of revised drawings to incorporate enhanced landscape planting within the site. Accordingly the Landscape Projects Officer raises no objection to the proposed development.

The site is capable of accommodating all of the proposed development including vehicular and pedestrian access and amenity space without being an overdevelopment of it. The pattern and density of the proposed development would not be at odds with the existing patterns and densities of housing and other development within Dunbar.

On all of these foregoing findings on matters of density, design, layout, landscaping and amenity, and subject to the imposition of conditions, the proposed development is not inconsistent with Proposal DR2 or Policies DP1, DP2, DP3, DP4, DP8, DP9, the Council's Design Standards for New Housing Areas Supplementary Planning Guidance, the Council's Development Briefs Supplementary Planning Guidance, or with Scottish Government Policy Statement entitled "Designing Streets".

The proposed site layout includes areas of open space to be formed within the site including an area of landscaped open space formed along the western part of the site, a large central area of open space incorporating the SuDS and a large area to the south of the Dunbar Primary School Lochend Campus. It is the intention to form a large play area on the land on

the south side of the school, incorporating play equipment, areas of mounding for informal play, a woodland walk area with information boards and an outdoor learning space. **The Council's Amenity Services** is satisfied that the size and locations of the areas of open space proposed will provide for adequate informal recreation for the proposed development, and is satisfied with the size and location for the play area and the variety and flexibility of play and spaces it would provide for. On these considerations the proposed development is consistent with Policies OS1 and OS4 of the adopted East Lothian Local Development Plan 2018.

With regard to the play area, **the Council's Service Manager, Sport, Countryside & Leisure** advises that to ensure the play area and associated equipment is properly maintained in future he recommends that the land of the play area and the open space surrounding it be transferred to the Council at zero cost on completion of the build of the play area and prior to the occupation of any of the proposed residential units. The Council would thereafter be responsible for the maintenance and upkeep of the play area and open space. This would have the benefit of relieving the financial burden of future maintenance of those spaces from occupiers of the proposed residential development which would normally be secured through a factor.

The applicants have confirmed in writing that they are willing to transfer the land of the play area and the open space surrounding it to the Council on completion of the build of the play area at zero value. However in terms of timescales they advise that it will be necessary to generate material from the build to create the play area and therefore are willing to transfer the land prior to completion of the 20th residential unit. Such timescale is acceptable in order to provide the play area at an early stage in the build. The transfer of the land of the play area and the open space surrounding it to the Council on completion of the build of the play area could be secured by a legal agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997, or by some other legal agreement.

In terms of path connections, to provide a safe pedestrian and cycle route to the north from the site, the preamble to Proposal DR2 of the adopted East Lothian Local Development Plan 2018 states that pedestrian and cycle routes must be provided to connect the site to other parts of the wider Hallhill development area, and to parts of the town to the north of the rail line, including re-opening of an underpass to the west of the town towards which contributions from the developer of the site will be required. The existing blocked up underpass under the East Coast Main Line is located adjacent to the north side of the application site.

Although the preamble as described above includes for the re-opening of the existing underpass, what is clearly required by the adopted East Lothian Local Development Plan 2018 is a means of pedestrian and cycle access across the East Coast Main Line to make development of the Proposal DR2 site acceptable in planning terms. This could be in the form of a re-opened underpass, a new underpass or an overbridge; it would be determinate on what emerges as the preferred solution. Therefore a proportionate contribution should be secured through this application for a new crossing over/under the railway.

In 2011 the Council commissioned an outline feasibility study for an access route to cross the East Coast Main Line at a location adjacent to the north boundary of the application site. That study presented the options of a new footbridge over the railway or the reopening of the existing blocked up underpass. The study provided costings for each, and estimated the works for reopening the existing underpass at some £1.2 million. This figure has been used as a basis for the cost of a new crossing over/under the railway.

In order to provide a basis for proportionate contributions towards the cost of a new crossing **the Council's Road Services** advise that the methodology that a contribution from all

residential properties within a 600 metres radius of the intended crossing point (which would be near the existing blocked up underpass, a precise location is yet to be determined) would be a reasonable basis on which to base a contribution for this development.

The radius distance reflects the advice in Annex B of the Scottish Government's Planning Advice Note 75: Planning for Transport which recommends a threshold of 1200m for walking distance to local facilities. So the 600 metre radius is half this distance, assuming users are journeying further than the railway crossing point to local facilities.

Road Services advise there would be 1,267 properties in a 600 metre radius of the area for a proposed crossing point, when including the proposed development. Therefore the contribution sought for this 245 unit development would be £232,044 (£1.2 million/1267*245).

The financial contribution of £232,044 from the proposed development could be secured by a legal agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 or by some other legal Agreement. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. The applicant has agreed in writing to the payment of £232,044 for the railway crossing.

One of the guiding principles of development as set out in the adopted Development Brief DR2 – Hallhill North, Dunbar is that a 3m wide shared use path for walking and cycling should be provided between Beveridge Row and the primary school. Within the application site there is provided a 3m wide shared path through the northern part of the site from Beveridge Row to the northeast corner of the housing area. The application site does not extend to the linear area of land along the north side of the school.

The Council's Roads Services confirms that a safe footpath connection with lighting must be provided from the site along the linear area of land on the north side of the school to link the proposed development with the school for both pedestrians and cyclists, in accordance with the adopted Development Brief. Road Services have confirmed that East Lothian Council own that area of land. The applicant has confirmed they accept the need for such a footpath and advise their preference is for the Council to undertake construction of it, as an alternative to providing it themselves. Road Services therefore advise that the Council will provide a final design solution for the route and undertake the works to provide it. In respect of this they advise of a requirement for a commuted sum of £90,000 for construction of the footpath. The financial contribution of £90,000 from the proposed development could be secured by a legal agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 or by some other legal Agreement. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. The applicant has agreed in writing to the payment of £90,000 for the new footpath.

The Council's Road Services have considered the details of the application and raise no objection to the proposed development, being satisfied that it could be accessed safely and would not lead to a road or pedestrian safety hazard.

Road Services do raise the matter of the operational capacity of the Queens Road/ Spott Road junction to accommodate the additional traffic that could be generated by the proposed development and by other developments proposed within the Dunbar area and advises that the Council proposes to signalise the junction. The applicant accepts Road Services requirement for a developer contribution of £17,200 towards these road improvement works.

Road Services also raise the matter of the safety of the crossing of Belhaven Road at

Beveridge Row and advises that the junction should be redesigned to provide a safe crossing for pedestrians and cyclists that could be generated by the proposed development, and by other developments proposed within the Dunbar area. The applicant accepts Road Services requirement for a developer contribution of £25,000 towards these road improvement works.

The financial contributions of £17,200 and £25,000 from the proposed development can be secured by a legal agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 or by some other legal Agreement. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements.

Road Services further recommend a number of transportation requirements which can be met through the imposition of conditions on a grant of planning permission for the proposed development. These include the submission of a Construction Method Statement, which amongst other requirements, shall identify routes of construction traffic. Road Services advise that if Yosemite Park and Brodie Road are identified with the Construction Method Statement as the route for construction traffic, then the full length of those roads must be brought up to an adoptable standard prior to their use by construction traffic.

With the imposition of conditions to cover these recommendations of Roads Services, the proposed development does not conflict with Policies T1 or T2 of the adopted East Lothian Local Development Plan 2018.

Transport Scotland raise no objection to the proposal provided appropriate proportionate financial contributions are secured to address the cumulative impact on the strategic road network arising from the development.

Policy DEL1 of the adopted East Lothian Local Development Plan 2018 states that new development will only be permitted where the developer makes provision for infrastructure required as a consequence of their development. Policy T32 of the ELLDP specifically relates to the package of transportation interventions to mitigate the cumulative impact of development on the transport network which have been identified by the Council in consultation with Transport Scotland. In line with Policy DEL1, relevant developments are required to contribute to the delivery of these transportation interventions, on a proportionate, cumulative pro-rata basis, as set out in the Developer Contributions Framework Supplementary Guidance.

The Council's Road Services advises that the contributions required for each transport intervention for this development are:

- * Improvements to Old Craighall junction (PROP T15): £1,107
- * Improvements to Salters Road Interchange (PROP T17): £1,135
- * Improvements to Bankton Interchange (PROP 17): £5,137
- * Musselburgh Town Centre improvements (PROP T21): £654
- * Tranent Town Centre Improvements (PROP T27 and T28): £1,292
- * Segregated Active Travel (Prop T3): £122,920

The total contribution required for transportation improvements resulting from cumulative impacts of the development is therefore £132,245.

The total developer contributions towards the transportation interventions of £132,245 (indexed linked) can be secured through an Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 or by some other appropriate agreement. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012:

Planning Obligations and Good Neighbour Agreements. The applicants have confirmed in writing that they are willing to enter into such an agreement.

The Council's Waste Services advise that they are satisfied that the proposed development could be serviced by waste collection vehicles and is consistent with Policy W3 of the adopted East Lothian Local Development Plan 2018.

Due to the East Coast Main Line bounding the site to the north, a Noise Impact Assessment has been submitted with the application. The Council's Public Health and Environmental Protection Officer has appraised the applicant's submitted Noise Impact Assessment, and agrees with the conclusions of it that a 3 metre high acoustic barrier (bund/fence) is required to be formed/erected along the northern part of the site where it meets the East Coast Main Line to ensure there would be no harmful loss of amenity to future occupiers of the proposed residential units as a result of noise. The Public Health and Environmental Protection Officer advises this includes for a gap in an acoustic barrier to form a footpath leading to a future crossing of the railway.

The application drawings show an intention to form an acoustic barrier in this location.

The Public Health and Environmental Protection Officer is satisfied that the proposed development would not have a harmful impact on the amenity of any nearby or neighbouring residential property or land use.

In relation to considerations of contaminated land issues, **the Council's Environmental Protection Officer (Contaminated Land)** recommends that in the event that unexpected ground conditions (contamination) are encountered at any time when carrying out the permitted development, work on site shall cease and the issue shall be reported to the Planning Authority immediately. At this stage a Site Investigation and subsequent Risk Assessment may have to be carried out, if requested by the Planning Authority. It may also be necessary to submit a Remediation Strategy should the reporting determine that remedial measures are required. This requirement could be controlled by a condition attached to a grant of planning permission.

Subject to the above recommended controls, which can reasonably be imposed as conditions on a grant of planning permission, the proposed development does not conflict with Policies DP2, NH12 or NH13 of the adopted East Lothian Local Development Plan 2018.

The Council's Biodiversity Officer advises that the proposed development is adjacent to the Lochend Woods Local Biodiversity Site, however it would not have any harmful impact on that woodland site. The Biodiversity Officer further advises that Lochend Woods has a known population of deer, and the movement of this population could be restricted by this proposed development and thus the impact of the development on the deer population should be assessed. She also advises that a Preliminary Ecological Appraisal should be submitted to identify key ecological constraints related to the development. Subject to these recommended controls, which could be imposed as conditions on a grant of planning permission, the proposed development does not conflict with Policy NH5 of the adopted East Lothian Local Development Plan 2018.

Historic Environment Scotland have been consulted on this application and they have raised no objection to the proposed development nor do they have any comments to make in terms of impact of the proposals on the Battle of Dunbar II Battlefield Site. The proposed development therefore does not conflict with Policy CH5 of the adopted East Lothian Local Development Plan 2018.

The Scottish Environment Protection Agency (SEPA) raise no objection to the application on the grounds of flooding or drainage.

The Council's Team Manager for Structures, Flooding and Street Lighting raises no objection to the proposed development. He recommends that conditions be imposed on a grant of planning permission requiring the submission of a detailed Risk Assessment and Method Statement for the diversion of the culverts on the site, and the submission of full details of the proposed Sustainable Drainage System scheme including a Surface Water Management Plan for the site. He also recommends that a specific finished floor levels for the residential units should be set in order to mitigate against flooding. Subject to the imposition of such conditions the proposed development is consistent with Policies NH10 and NH11 of the adopted East Lothian Local Development Plan 2018 and with the Council's Supplementary Planning Guidance 'Sustainable Drainage Systems (SuDS)'.

Proposal DR3 of the adopted East Lothian Local Development Plan 2018 safeguards the smaller eastern part of the application site for the provision of an additional community sports pitch as an expansion to the Hallhill Healthy Living Centre in line with Proposal CF1, which states that development proposals for 5 or more homes must make provision for the delivery of new sports pitches and changing accommodation as set out in the Developer Contributions Framework Supplementary Guidance.

The Council's Service Manager for Sport, Countryside & Leisure has advised that there is a requirement for the provision of a full size grass community sports pitch and changing facilities within the application site on the land of Proposal DR3. A financial contribution of £244,020 is required towards the provision of those facilities (£966 per residential unit).

In order to provide such community facilities, the Service Manager for Sport, Countryside & Leisure also advises that the part of the application site comprising of the land of Proposal DR3 should be transferred to the Council at zero cost.

The required payment of a financial contribution of a total of £244,020 towards the proposed sports pitch and changing facilities and the transfer of the land of the Proposal DR3 to the Council at zero cost can be secured through an Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 or by some other appropriate agreement. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Subject to this, the proposal is consistent with Proposal CF1 and Policy DEL1 of the adopted East Lothian Local Development Plan 2018. The applicants have confirmed in writing that they are willing to enter into such an agreement.

The Council's Executive Director – Education and Children's Services informs that the application site is located within the school catchment areas of catchment areas of Dunbar Primary Lower School, Dunbar Primary Upper School and Dunbar Grammar School. Proposal ED6 (Dunbar Cluster Education Proposals) of the adopted East Lothian Local Development Plan 2018 stipulates that the Council will provide additional phased permanent extension to pre-school and primary schools as required to meet the need arising as a direct result of new housing development in their catchment areas and will provide additional phased permanent extension to Dunbar Grammar to meet the need arising from proposed new housing development in the Dunbar cluster.

The Executive Director – Education and Children's Services advises that Dunbar Primary Lower School, Dunbar Primary Upper School and Dunbar Grammar School will not have sufficient capacity to accommodate children that could arise from the proposed development the subject of this application. Therefore she objects to the application on the grounds of lack of permanent capacity at those schools. However, she would withdraw that objection

provided the applicant makes a financial contribution to the Council of £1,154,682.55 (£4,712.99 per residential unit) towards the provision of additional school accommodation at Dunbar Primary Lower School, Dunbar Primary Upper School and Dunbar Grammar School.

The required payment of a financial contribution of a total of £1,154,682.55 towards the provision of additional school accommodation can be secured through an Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 or by some other appropriate agreement. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Subject to the payment of the required contribution towards additional school accommodation the proposal is consistent with Proposal ED6 and Policy DEL1 of the adopted East Lothian Local Development Plan 2018. The applicants have confirmed in writing that they are willing to enter into such an agreement.

The Council's Housing Strategy and Development Service Manager advises that in accordance with the Council's Affordable Housing Policy, 25% of the proposed 245 residential units require to be affordable housing units. In the case of this application, the affordable housing component of the proposed housing development is 62 units. Discussions have taken place between Housing Strategy and Development and the applicant and the Housing Strategy and Development Service Manager confirms that the location, mix and sizes of the affordable units have been agreed. Therefore and as the affordable housing would be sufficiently integrated into the overall development in two separate areas, the Economic Development & Strategic Investment Manager advises that the affordable units to be provided on the site is acceptable.

The terms for the provision of this affordable housing requirement could be the subject of an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Subject to the Council securing the affordable housing requirement, which the applicant is willing to do, the proposal would be consistent with Policies HOU3 and HOU4 of the adopted East Lothian Local Development Plan 2018 and with the Council's Affordable Housing Supplementary Planning Guidance.

At its meeting on Tuesday 27th August 2019 the Council approved a motion declaring a Climate Emergency. Thereafter, at its meeting on Tuesday 3rd September 2019 the Council's Planning Committee decided that a condition requiring a developer to submit for the approval of the Planning Authority a report on the actions to be taken to reduce the carbon emissions from the building and from the completed development should be imposed on relevant all applications for planning permission. Such a condition should be imposed on a grant of planning permission for this proposed development.

RECOMMENDATION

It is recommended that planning permission be granted subject to:

1. The undernoted conditions.
2. The satisfactory conclusion of an Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997, or some other legal agreement designed to secure from the applicant:
 - (i) a financial contribution of a total of £1,154,682.55 (£4,712.99 per unit) towards the provision of additional accommodation at Dunbar Primary Lower School (John Muir Campus), Dunbar Primary Upper School (Lochend Campus) and Dunbar Grammar School;

- (ii) the provision of 62 affordable residential units within the application site;
- (iii) a financial contribution to the Council of £132,245 for transport improvements (comprised of £1,107 for road improvements to Old Craighall Junction, £1,135 for improvements to Salters Road Interchange, £5,137 for improvements to Bankton Interchange, £654 for Musselburgh town centre improvements, £1,292 for Tranent town centre improvements and £122,920 for Segregated Active Travel);
- (iv) a financial contribution to the Council of £232,044 towards the provision of a railway crossing over/under the East Coast Main Line adjacent to the northern boundary of the application site;
- (v) a financial contribution to the Council of £17,200 towards the provision of signalling the junction of Queens Road and Spott Road, Dunbar;
- (vi) a financial contribution to the Council of £25,000 towards the provision of road improvements/ alterations at, or in the vicinity of, the junction of Belhaven Road and Beveridge Row, Dunbar;
- (vii) a commuted sum of £90,000 for construction of a footpath from the northeast corner of the site along the northern side of the Dunbar Primary School Lochend Campus to connect with the path network at Hallhill;
- (viii) a financial contribution to the Council of £244,020 towards the provision of a full size grass community sports pitch and changing facilities;
- (ix) the transfer to East Lothian Council at no cost of the land of Proposal DR3 of the adopted East Lothian Local Plan 2018, and the northern access strip of land projecting from it, required for the new community facilities (community sports pitch and changing facilities) as shown highlighted in blue and marked as 'DR3 Transfer Land' on docketed drawing no. AP/06/A titled East Lothian Council Land Transfer Layout; and
- (x) the transfer to East Lothian Council at no cost of the land of the play area and surrounding open space as shown outlined in red and marked as 'East Lothian Council Transfer Land' on docketed drawing no. AP/06/A titled East Lothian Council Land Transfer Layout. The land transfer to be made on completion of construction of the play area and prior to the occupancy of the 20th residential unit built on the application site.

3. That in accordance with the Council's policy on time limits for completion of planning agreements it is recommended that the decision should also be that in the event of the Section 75 Agreement not having been executed by the applicant, the landowner and any other relevant party within six months of the decision taken on this application, the application shall then be refused for the reason that without the developer contributions to be secured by the Agreement the proposed development is unacceptable due to a lack of sufficient school capacity at Dunbar Primary Lower School (John Muir Campus), Dunbar Primary Upper School (Lochend Campus) and Dunbar Grammar School, the lack of provision of affordable housing, a lack of roads and active travel and transport infrastructure improvements and a lack of new sports pitches and changing accommodation, contrary to, as applicable, Proposals CF1 and ED6 and Policies DEL1, HOU3 and T32 of the adopted East Lothian Local Development Plan 2018.

- 1 No development shall take place on site unless and until final site setting out details have been submitted to and approved by the Planning Authority.

The above mentioned details shall include a final site setting-out drawing to a scale of not less than 1:200, giving:

- a. the position within the application site of all elements of the proposed development and position of adjoining land and buildings;
- b. finished ground and floor levels of the development relative to existing ground levels of the site and of adjoining land and building(s). The levels shall be shown in relation to an Ordnance Bench Mark or Temporary Bench Mark from which the Planning Authority can take measurements and shall be shown on the drawing; and
- c. the ridge height of the proposed shown in relation to the finished ground and floor levels on the site.

Reason:

To enable the Planning Authority to control the development of the site in the interests of the amenity of the area.

- 2 Notwithstanding that which is stated on the drawings docketed to this planning permission a detailed specification of all external finishes of the houses and flats hereby approved shall be submitted to and approved by the Planning Authority prior to the use of the finishes in the development. The external finishes of the houses and flats shall be in accordance with a co-ordinated scheme of materials and colours that shall in detail promote render as the predominant finish to the walls of the houses and flats, with a use of more than one render colour and with a strongly contrasting difference in the colours such that they will not each be of a light colour, and shall show the roofs being clad in more than one colour of roof tile. All such materials used in the construction of the houses and flats shall conform to the details so approved.

Reason:

To ensure the development is of a satisfactory appearance in the interest of the amenity of the locality.

- 3 Unless otherwise approved in writing by the Planning Authority:

(a) Housing completions on the application site in any one year (with a year being defined as being from 1st April to 31st March the following year) shall not cumulatively exceed the following completion rates, unless otherwise approved in writing by the Planning Authority:

Year 2022/23 - 55 residential units

Year 2023/24 - 55 residential units

Year 2024/25 - 55 residential units

Year 2025/26 - 55 residential units

Year 2026/27 - 25 residential units

(b) If fewer than the specified number of residential units is completed in any one year then those shall be completed instead at Year 2027/28 or beyond and not added to the subsequent year.

Reason:

To ensure that the completion rate of residential development within the application site accords with the provision of education capacity.

- 4 Notwithstanding that shown on the drawings docketed to this planning permission, the boundary enclosures shown on those drawings are not hereby approved. Instead, and prior to the commencement of development, revised details of all boundary enclosures to be erected on the application site, and the timescales for their provision, shall be submitted to and approved in advance by the Planning Authority. Those details shall show 1.8 metre high solid enclosures around rear gardens of the houses hereby approved except where those boundaries are adjacent to a road or pathway where they shall be feature walls to heights and finishes to be approved in advance by the Planning Authority.

Thereafter the boundary treatments erected shall accord with the details so approved unless otherwise agreed in writing by the Planning Authority.

Reason:

To ensure the satisfactory provision of the boundary enclosures in the interest of safeguarding the visual amenity of the area and to safeguard the privacy and amenity of residential properties nearby.

- 5 With the exception of the pine tree proposed to be planted adjacent to plot 88 which shall be replaced with a birch tree, all planting, seeding or turfing comprised in the details of landscaping on drawing nos. 1456/01 Rev C, 1456/02 Rev C, 1456/03 Rev C, 1456/04 Rev C, 1456/05 Rev C, 1456/06 Rev C, 1456/07 Rev C, 1456/08 Rev C, 1456/09 Rev C, 1456/10 Rev C and 1456/11 Rev C all docketed to this planning permission shall be carried out in the first planting and seeding season following the occupation of any of the buildings or the completion of the development, whichever is the sooner. Any trees which die, are removed or become seriously damaged or diseased shall be replaced in the next

planting season with others of similar species and final size, unless the Planning Authority gives written consent to any variation. No trees detailed in the approved landscaping plans to be retained on the site, shall be damaged or uprooted, felled, topped, lopped or interfered with in any manner without the previous written consent of the Planning Authority.

All the new planting shall be maintained in accordance with the maintenance and management programme as detailed in the docketed 'Hallhill North, Dunbar: Planting Notes & Landscape Maintenance and Management Proposals' report dated February 2020 by Brindley Associates.

Reason:

In the interests of achieving an appropriate landscaped setting for the housing development.

- 6 Prior to the commencement of development a Preliminary Ecological Appraisal undertaken by a suitably qualified ecologist shall be carried out on the application site and the results shall be submitted to and approved by the Planning Authority. Any mitigation measures highlighted to be required as a result of the approved appraisal shall thereafter be carried out in accordance with a timetable to be submitted to and approved by the Planning Authority.

Reason:

In the interests of the biodiversity of the area.

- 7 Prior to the commencement of development an assessment of the impact of the development hereby approved on the local deer population shall be submitted to and approved by the Planning Authority. Any mitigation measures highlighted to be required as a result of the approved assessment shall thereafter be carried out in accordance with a timetable to be submitted to and approved by the Planning Authority.

Reason:

In the interests of the biodiversity of the area.

- 8 All the open space recreation areas indicated on the docketed drawings shall be available for use prior to the occupation of the last residential unit on the site. The open space recreation areas, when provided, shall be used for such purposes at all times thereafter unless agreed in writing by the Planning Authority.

Reason:

To ensure the satisfactory laying out of all areas of open space in the interest of the amenity of the future occupants of the dwellings hereby approved.

- 9 In the event that unexpected ground conditions (contamination) are encountered at any time when carrying out the permitted development that was not previously identified, work on site shall cease and the issue shall be reported to the Planning Authority immediately. At this stage a Site Investigation and subsequent Risk Assessment may have to be carried out, if requested by the Planning Authority. It may also be necessary to submit a Remediation Strategy should the reporting determine that remedial measures are required and a subsequent Verification Report.

Reason:

To ensure that the site is clear of contamination.

- 10 Due to noise associated with rail traffic on the East Coast Main Line, mitigation measures in the form of an acoustic barrier shall be provided along the northern boundary of the application site prior to the occupation of any of the residential units hereby approved. The barrier shall be 3 metres in height (timber fence atop an earth bund or equivalent) in accordance with detail to be submitted to and approved in advance by the Planning Authority. Development shall thereafter be carried out in accordance with the details so approved and the acoustic barrier shall thereafter be retained in place.

Reason:

In the interest of safeguarding the residential amenity of future occupiers of the proposed residential development.

- 11 The development shall comply with the following transportation requirements:

(i) all roads and paths shall conform to East Lothian Council Standards for Development Roads;

(ii) driveways shall have minimum dimensions of 6 metres by 3 metres. Double driveways shall have minimum dimensions of 5 metres width by 6 metres length or 3 metres width by 11 m length. Pedestrian ramps to houses may encroach by up to 300mm on the width (but not the length) provided they are no

greater than 150mm in height above the adjacent driveway surface;

(iii) vehicle accesses to private parking areas (i.e. other than driveways) shall be via a reinforced footway crossing. Within private parking areas, the minimum dimensions of a single parking space shall be 2.5 metres by 5 metres;

(iv) cycle parking for dwellings without private back garden with a gate (e.g. flats/mid-terraces), shall be included at a rate of 1 space per dwelling. This shall be in the form of a lockable room or shed.

Reason:

In the interests of road safety.

- 12 Prior to the occupation of the last residential unit hereby approved, the proposed access roads, parking spaces, and footpaths shall have been constructed on site in accordance with the docketed drawings.

Those areas of land shall not thereafter be used for any other purpose than for accessing and for the parking of vehicles in connection with the residential use of the houses and flats and shall not be adapted or used for other purposes without the prior written approval of the Planning Authority.

Reason:

To ensure that adequate and satisfactory provision is made for access and for off-street parking in the interests of road and pedestrian safety

- 13 A visibility splay of 4.5 metres by 70 metres shall be provided and maintained on each side of the proposed new site vehicular access junction with Beveridge Row such that there shall be no obstruction to visibility above a height of 1.05 metres measured from the adjacent carriageway level within the area defined below:

a) A line 4.5 metres long measured along the access road from the nearside edge of the main road carriageway.

b) A line 70 metres long measured along the nearside edge of the main road carriageway from the centre of the access road in both directions.

c) A straight line joining the termination of the above two lines.

Reason:

In the interests of road safety.

- 14 Prior to the occupation of any of the residential units hereby approved, the roadside stone boundary wall on the east side of Beveridge Row shall be repaired/rebuilt along the application site frontage, other than where demolition/realignment is required to facilitate the formation of the new access to the site and required visibility splays and the new footpath/cycleway. Details of the exact position, height, materials and construction of the repair and rebuild of the stone boundary wall shall be submitted to and approved in advance by the Planning Authority and the repair and rebuild carried out shall accord with the detail so approved.

Reason:

To enhance the appearance of the development in the interests of the amenity of the area.

- 15 Prior to the commencement of development a Road Safety Audit for the detailed design of the new pedestrian/cycle connection onto Beveridge Row as hereby approved shall be submitted to and approved by the Planning Authority.

Reason:

In the interests of pedestrian and cycle safety.

- 16 A Construction Method Statement to minimise the impact of construction activity on the amenity of the area, including from the effects of noise and dust, shall be submitted to and approved by the Planning Authority prior to the commencement of development. The Construction Method Statement shall recommend mitigation measures to control construction traffic and shall include hours of construction work and routes of construction traffic. If Yosemite Park and Brodie Road are identified with the Construction Method Statement as the route for construction traffic, the full length of those roads must be brought up to an adoptable standard prior to their use by construction traffic associated with the development hereby approved.

The Construction Method Statement shall also include details of wheel washing facilities to be provided, and that these facilities shall be maintained in working order during the period of operation of the site. All vehicles must use the wheel washing facilities to prevent deleterious materials being carried onto the

public road on vehicle tyres. The Construction Method Statement shall also detail temporary measures to be put in place to control surface water drainage during the construction of the SuDS.

Thereafter, the Construction Method Statement shall be implemented and complied with in accordance with the approved details for the period of construction of the development hereby approved.

Reason:

To minimise the impact of construction activity in the interests of the amenity of the area.

- 17 A Green Travel Plan shall be submitted to and approved by the Planning Authority prior to the occupation of any of the residential units hereby approved. The Green Travel Plan shall have particular regard to provision for walking, cycling and public transport access to and within the site, shall include local bus and train timetables, local cycling and walking maps, information on bike hire / car sharing, and shall include details of how it will be distributed to residents. It shall also include a timetable for its implementation, details of the measures to be provided, the system of management, monitoring, review, reporting and duration of the Plan.

Reason:

In the interests of ensuring sustainable travel patterns in respect of the development.

- 18 Prior to commencement of development, a Factoring Plan shall be submitted to and approved by the Planning Authority which shall clearly indicate the different responsibilities for long-term maintenance including: private and shared private areas, factored areas, and prospectively adoptable roads.

Reason:

In the interests of the amenity of the housing development.

- 19 Prior to their erection, details, including their size, form, position, appearance and colour(s), of all substations and gas governors to serve the development hereby approved shall be submitted to and approved in advance in writing by the Planning Authority, and thereafter any substations and gas governors shall accord with the details so approved.

Reason:

To enable the Planning Authority to control the positioning, appearance, form, finishes and colour of the substations and gas governors to be used to achieve a development of good quality and appearance in the interest of the visual amenity of the area.

- 20 Prior to commencement of development full details of the proposed Sustainable Drainage System (SuDS) scheme including a Surface Water Management Plan for the site, which both must meet the vesting requirements of Scottish Water and be in accordance with the Council's Supplementary Planning Guidance 'Sustainable Drainage Systems (SuDS)', shall be submitted to and approved by the Planning Authority. The details shall include a timetable for the implementation of the SuDS scheme. The development shall thereafter be carried out in strict accordance with the details and Surface Water Management Plan so approved, unless otherwise agreed in writing with the Planning Authority.

Reason:

To ensure that development is not at risk from flooding, there is no increase in flood risk elsewhere and appropriate long-term maintenance arrangements are in place.

- 21 Prior to the commencement of development a detailed Risk Assessment and Method Statement for the diversion of the culverts on the application site shall be submitted to and approved by the Planning Authority. The Risk Assessment and Method Statement shall include an amended design which indicates no sharp angles along the culvert routes and appropriate gradients in line with current best practice negating the prospect of deposition of sediment and shall confirm pipe sizes of the proposed culvert. The Risk Assessment and Method Statement shall also include a timetable for the implementation of the works to divert the culverts. The development shall thereafter be carried out in strict accordance with the detailed Risk Assessment and Method Statement so approved, unless otherwise agreed in writing with the Planning Authority.

Reason:

To ensure that development is not at risk from flooding.

- 22 Prior to the commencement of development, a report on the actions to be taken to reduce the Carbon Emissions from the build and from the completed development shall be submitted to and approved in writing by the Planning Authority. This shall include the provision of renewable technology for all new buildings, where feasible and appropriate in design terms. The details shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the report so approved.

Reason:

To minimise the environmental impact of the development.

- 23 Notwithstanding that which is shown on the drawings docketed to this planning permission and prior to the commencement of development, a revised scheme for the provision of car charging points and associated infrastructure for them, where feasible and appropriate in design terms, shall be submitted to and approved in writing by the Planning Authority. The scheme shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the charging points scheme so approved.

Reason:

To minimise the environmental impact of the development.